

APPROVED: March 10, 2008

UTAH PASSENGER ROPEWAY SAFETY COMMITTEE MEETING

January 14, 2008

**UDOT Complex
4501 South 2700 West
Salt Lake City, Utah 84119**

Committee Members Present:

Chris Anderson, Chairman
LeRoy Schultz, Vice-chairman
Onno Wieringa, Member
Curt Panter, Member
Peter Dahlberg, Member
Les Fuller, Member

Members Absent

Robert Hull, Ex-officio Member

**UDOT Commissioner
Assistant Attorney General**

Stephen Bodily
Felise L. Thorpe Moll

Committee Support Staff:

Brian Allen, Ropeway Safety Engineer
Cindy Finau, Secretary

Others Present:

Paul Ehlert, Doppelmayr-CTEC
Jimmy Sunlight, Lagoon
Jeff Summers, Wolf Mountain
Van Edgette, Alta
Dal Freeman, Lagoon
JR Reinhardt, The Canyons
Rich Taxwood, Snowbird
Kerry Braun, Solitude
Chris Westover, Snowbasin
Jessie Squires, Snowbasin
Kevin Bourne, US Forest Service

CALL TO ORDER

Chris Anderson called the meeting to order at 1:00p.m. He welcomed those present and acknowledged the fact that some areas travel long distances to attend the Utah Passenger Ropeway Safety Meetings. The Committee appreciates the support from the area operators, manufacturers, as well as interested parties.

I. REVIEW AND APPROVAL OF MINUTES

After a review of the minutes taken November 5, 2007, Onno Wieringa motioned to approve the minutes as discussed. Peter Dahlberg seconded the motion and the motion passed unanimously.

II. PROPOSED RULE CHANGES

Brian Allen has been rewriting the rules to a new format and would like to suggest a couple of things to the Committee. These are:

- Require notice prior to beginning construction of a lift. The owner or area operator would specify the engineer they intend to work with, the standard it would be designed to, and when they anticipate construction will begin and end. The information submitted to Brian would not be binding, and an area could resubmit the information if a change is necessary. The rules will state that a 'letter of intent' must be submitted to Brian 45 days prior to construction [as used by the Forest Service]. As the committee reviews the rules, revisions can be made if another time frame is more appropriate.
- Require notice of the annual inspection. At the present time there is no requirement in the rules that requires the state to be notified of the annual inspection because it is not mandatory that the ropeway safety engineer attend. However, there have been situations when Brian could have been in attendance but he had not been notified. Some areas assume that the inspectors will give the State notification. The responsibility of letting Brian know should clearly be upon the areas.

A question was asked how Brian would receive the information prior to construction of a lift. Brian indicated that when the rule change is made, he would also develop a form. This specific form would not be mandatory as long as he receives the proper information. The form will be made available on the website. A short discussion followed concerning the process for earlier coordination between Brian and the ski areas. Hopefully this will help Brian deal with some of the private installations by homeowners. There have not been any major problems thus far because those wanting to put in a private lift have been involved with someone who is familiar with the process.

New copies of the rules will be distributed with the changes listed in a cover letter.

III. LIFT ENGINEERING – HANGER CONNECTIONS TO THE TACO

Chris Anderson explained that last summer at Kirkwood Mountain Resort cracks were found in the hanger connection as maintenance work was being performed on an LE triple chair lift. The rest of the chairs on that lift were tested and more cracks were discovered. They ultimately decided to cut off and re-weld new hanger connections. The crack emanated out of the actual welded area. A lot of the problem has to do with the way the pipe was welded to the ¼" plate [hanger connection]. The Standards state you need ½" free space and some of the hanger connections were bent right at the weld. The other lifts at the resort were inspected and did not show the same problem. Brian Allen sent a letter discussing the situation to the Utah areas with these hanger connections. A 10% sample is required to be NDT'd each year [this part of the hanger is included in that inspection]. These areas have been requested to submit information on their 10% sample on this years' testing to see if we are having any indications of the same problem.

IV. UPDATES

Forest Service

Brian Allen and Curt Panter will be visiting some of the areas this week for winter operation inspections.

Staff

- Brian wanted to make a comment concerning an incident at Soldier Hollow: The top operator was helping a customer in the unloading area when the nylon webbing on the back of his radio chest pack was caught by a handle. He was pulled backward over the stop gate and landed about 2 feet beyond the stop gate. He went around the bull wheel and stopped about 5 feet after exiting the top terminal. A passenger had seen the incident and stopped the lift. The area contacted the manufactures representative and has adjusted their set up according to his recommendations. The requirement according to ANSI is one stop gate under the up-going and down-going ropes at both terminals. It is Brian's understanding that the Europeans require 2 stop gates [one above and one below] at each terminal. Brian will verify what the European requirement is. When changes are made to the rules, he will include the requirement for another stop gate above the rope. As the committee reviews the rules, revisions can be made.

Areas & Manufactures

THE CANYONS: J. R. indicated that everything is good. They have lots of snow and the lifts are 100% open.

SNOWBASIN: Chris Westover said they have been working extremely hard trying to keep up with the snow.

DOPPELMAYR CTEC: Paul Ehlert has been looking through the ANSI B77 Standards and Utah Rules trying to find requirements for opening the lifts in the morning by the personnel. There are different ways this is done because each area has its own policies and procedures developed over years of operation. Nothing specific is mandatory by employees preparing and opening the lift first thing in the morning. Rich Taxwood said that the Committee provided a letter of recommendation to everyone that listed 4 requirements of which 2 of the 4 must be met. LeRoy Schultz stated that as a manufacturer, Doppelmayr-CTEC could include a start-up procedure in their Operations Manual, which would become a requirement when their lifts are purchased.

SOLITUDE: Kerry Braun said everything is fine at Solitude. They have lots of snow.

SNOWBIRD: Rich Taxwood said it finally snowed. They have no problems.

LAGOON: Dal Freeman said they hope to break ground for a new family ride.

ALTA: Onno Wieringa stated they have no issues and things are running smoothly.

DEER VALLEY: Chris Anderson said they are busy with lifts every day. It takes a great deal of time keeping things on track. They are also getting ready to host the World Cup again this year.

V. SAFETY TOPIC:

VI. NEXT MEETING

The next meeting will be held March 10, 2008. It will begin at 1:00p.m.

